

Commerce

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THE SECRETARY OF COMMERCE
WASHINGTON 25, D. C.

August 23, 1961

ADMINISTRATIVE FILE
Commerce Department
X
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M. Abram Weiss, Economist
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers Union
25 Louisiana Avenue, N.W.
Washington, D.C.

Dear Mr. Weiss:

Please accept my thanks for your attendance and cooperation in the August 17th meeting at the Department of Commerce.

Because of the November 1 deadline set by President Kennedy, we must carry out the project on a "crash" basis. Therefore, it is essential that we receive by Monday, August 28, the written suggestions of your organization for consideration in developing recommendations to the President. Please be as specific as possible.

It is my sincere belief that we will, by our united effort, offer to the President a practical and constructive program for dealing with the transportation problems of the nation.

A resume of the minutes and a list of those in attendance at the meeting on the 17th are attached for your information.

Sincerely yours,

Luther H. Hodges
Luther H. Hodges

Enclosures

U. S. DEPARTMENT OF COMMERCE
Office of the Secretary

THE SECRETARY OF COMMERCE
WASHINGTON, D. C.

RESUME OF MEETING
CARRIER, SHIPPER, LABOR AND STATE OFFICIAL GROUPS
CONCERNED WITH TRANSPORTATION
AUGUST 17, 1961
DEPARTMENT OF COMMERCE, RM. 5855

(Resume subject to correction by individual participants)

Dr. Gayton Germane, Chairman of the meeting, presented Secretary Hodges.

The Secretary welcomed those in attendance. The Secretary stressed the need for and desire of the President for early action on national transportation problems. He made it clear that personnel in this Department do not have any preconceived ideas as to what should be done. The Secretary requested that recommendations, without restrictions, be submitted in writing by August 28. He then turned the meeting over to Dr. Germane.

Dr. Germane stated that the Department of Commerce was anxious to submit to the President specific practical and effective recommendations designed to improve the transportation situation of the country. He stated that consideration will be given to current studies which are under way but the Department will not await the completion of these studies before submitting recommendations to the President. He invited those present to comment briefly on the general nature of recommendations they felt should be considered.

Mr. R. M. Boyd, President, National Industrial Traffic League, advised his association represents the principal industrial organizations of the country. They feel this country is at the crossroads on how much regulation should be applied to transportation, whether to give carrier management greater freedom by relaxing regulations or extend regulations and take a chance on socialization of transportation. He stated the present transport system of the country is not sufficiently strong; and that his association has recently issued a booklet setting forth the principles they feel are essential. The NIT League advocates more coordination among the modes of transportation; common ownership of transportation, with adequate safeguards to preserve competition; and greater freedom for carrier management.

Mr. H. F. Hammond, Exec. V. P., Transportation Association of America, stated that the Transportation Association of America, representing all modes of transportation, users, and investors, will submit approximately 12 suggestions, particularly designed to improve the conditions of common carriers.

Mr. Morris Forgaah, Chm. of the Bd., F. F. I., expressed the view that the cancer of the nation's transportation problem is the erosion of common carriage. Approximately 70 percent of our transportation, which Congress set out to regulate, is unregulated and this condition creates the strife and struggle with which we are confronted.

Mr. J. L. Weller, Co-Chm., Labor-Management Coastwise Conf., endorsed the principle we cannot sweep under the rug this problem of unregulated transportation; we are going to have to do something specific about it. The Government will have to come to a decision now on whether it wants a domestic merchant marine.

Mr. L. James Harmanson, Jr., General Counsel, National Council of Farm Cooperatives, stated that his organization represents the farm segment of the economy, engaged in marketing of all forms of agricultural products and producing agricultural supplies, and is one of the largest users of all forms of transportation. He expressed the view that there is a constructive basis on which shippers and transportation agencies can unite their strength and find solutions.

Mr. M. Triggs, Asst. Lag. Dir., American Farm Bureau, stated the retention of agricultural exemptions is imperatively necessary for efficient marketing of farm products.

Mr. W. R. MacDonald, Chm., National Association of Railroad & Utility Commissioners Special Committee to Study Railroad Problems, stated that he disagreed wholeheartedly that we should permit complete freedom from regulation of transportation. However, he expressed the view that regulations might be relaxed somewhat and recognized the fact that they should not interfere in business. He inquired as to whether recommendations should be directed to procedure with the regulatory agencies.

Dr. Germann advised that the Commerce Department is not placing any limits or restrictions on the nature of recommendations and stated that recommendations should be those considered urgent on which practical solutions might be accomplished by early action.

Mr. A. W. Wuerker, Asst. to Pres., American Waterways Operators, stated that he must rebut the proposal for common ownership of carriers from the point of interest of the waterways, saying that this would be a most fatal proposal. He advised that a serious thing facing the waterway industry is the matter of selective rate cutting.

Mr. L. O. Barnes, Chm. of Association of Local Transport Airlines, urged that recommendations in previous studies be consolidated and action taken. He commented that the transportation industry is moving so rapidly that national transportation policy is not keeping pace.

Mr. R. E. Monroe, Ex. Dir., National Air Taxi Conference, requested clarification on the scope of recommendations and number of copies required.

Dr. Germann advised that three copies of a brief statement of specific recommendations, with some explanation as to why they are urgent and practicable, should be furnished.

Mr. H. H. Lincoln, Pres., Private Truck Council of America, expressed concern in preserving the inherent right of private corporations and individuals to transport their own goods in their own trucks.

Mr. A. B. McMullen, Ex. Dir., National Association of State Aviation Officials, recommended improvement of surface transportation facilities to expedite the movement of passengers to and from airports.

Mr. A. F. Matthews, Exec. V. P., Supplemental Air Carrier Conference, urged more flexible authority, extended to permit participation in common carriage on individual tickets for passengers.

Mr. S. M. Waldman, Counsel, International Longshoremen's Association, requested review of the coastwise and intercoastal segment of the maritime industry and expressed deep appreciation for being invited, the first time in many years, by a Federal Department to participate in such a program.

Mr. Lewis Carliner, United Auto Workers, suggested attention be focused on the interests of the common people and suggested recommendations be obtained from organized consumer groups.

Mr. G. S. Prince, Exec. V. P. and Gen. Counsel, Association of American Railroads, expressed approval of the Department of Commerce approach and stated that he hoped the program would result in hard-hitting action to cure problems presently creating the ills of the railroad industry. He requested clarification on whether recommendations should include specific legislative proposals.

Dr. Germane stated that specific items on implementing legislation will be welcomed.

Mr. R. R. Murdock, Counsel, Seafarers' International Union, advised that four-fifths of the documented seamen of America are unemployed and that this country has a smaller merchant marine than Liberia, Norway, or Great Britain. He promised the cooperation of his union in this project.

Mr. H. R. Hosea, Dir. of Research National Association of Motor Bus Owners, advised that NAMBO has economic problems and that recommendations will be submitted.

Mr. J. M. Sullivan, V. P., Pacific American Steamship Association, stated that recommendations would be furnished and urged that the transportation tax now be repealed.

Mr. R. E. Casey, Pres., American Merchant Marine Institute, stated that clarification of two prime objectives is necessary; namely, is an American merchant marine still necessary for national defense, and, if so, what should be the composition? He expressed certainty that it cannot be maintained without additional legislative assistance.

Mr. G. W. Collins, Manager, Transportation & Communications Department, Chamber of Commerce of the U. S., expressed pleasure at the meeting being held, urged prompt action in the form of relief for the common carrier industry, and stated that the President of the U. S. Chamber of Commerce had recently called attention to the critical financial situation of this segment of our economy.

Mr. W. F. Carey, Pres., National Defense Transportation Association, expressed a deep awareness of the necessity for improved health and efficiency in the common carrier system of the country. He suggested compilation of additional facts on the availability of transportation equipment and facilities, and advised that NDTA had initiated a limited transportation census, and an evaluation of current transportation reports. Mr. Carey requested clarification as to whether views were desired on this program of NDTA. (Dr. Germane gave an affirmative answer.)

Mr. W. A. Breanahan, Assistant Managing Director, American Trucking Association, Inc., promised full cooperation and advised that a long well-written letter would be received by the Department of Commerce.

Mr. Stuart Urback, Legal Associate, Council of State Governments, advised that the Governors' Conference had recently passed two resolutions on (1) state planning, and (2) urban and regional development, to conduct studies looking for methods to coordinate transportation matters among Government agencies.

Mr. J. W. Hershey, Board Chairman, Inland Waterway Common Carriers Association, recommended that we eliminate the possibility of private carriers operating in a dual role; namely, private carriers under one set of circumstances and for-hire, public carriers under other circumstances. He requested clarification on what is to be considered "short-range" programs.

Dr. Germane explained that, for purposes of this project, those programs which might be enacted into law or placed in effect by Executive Order during the next session of Congress could be classified in the short-range category and other programs would be considered long-range.

Mr. A. E. Johnson, E. S., American Association of State Highway Officials, advised he would have a meeting of the heads of the Highway Departments and prepare recommendations.

Mr. Larry Gates, Exec. Asst., Washington Affairs, Air Line Pilots Association, International, requested that clearcut policies be established on a number of issues, among which are:

- (1) Government competition--MATS, for example, with commercial transportation;
- (2) the policy of the Government with respect to international carriers;
- and
- (3) research and development programs.

Mr. S. G. Tipton, President, Air Transport Association, expressed the view that some of the organizations will have to "bury the hatchet" in the process of developing this program; emphasized that an important part of the review should be the extent to which Government agencies are interested in and prepared to comply with the transportation policy ultimately developed; inquired whether the program will include international air transport policies, and urged support for early repeal of the transportation tax.

Dr. Germane advised that the Department of Commerce would expect to receive recommendations on international air transport policy matters.

Mr. A. A. Pattia, V. P., Shipbuilders Union AFL-CIO, recommended that serious thought be given to establishment of a Cabinet Post for Transportation.

Dr. D. L. MacMahon, Asst. to Internat. Pres., Transport Workers Union, advised his organization represents 150,000 workers in the transportation industry; that city transportation has "gone to pot"; and that the Government needs to think in terms of a decidedly improved mass transportation system to serve the cities and millions of people riding to and from work daily. He stated that public ownership and operation might not be a terrible thing.

Mr. Bernard Cushman, General Counsel, Amalgamated Association Electric Railroad and Motor Coach Employees of America, AFL-CIO, recommended greater coordination between Federal highway programs and promotion of urban transportation systems.

Mr. Sidney Zagin, Legislative Counsel, International Brotherhood of Teamsters, expressed the view that in addition to a sense of urgency there should be direction in the approach and a sense of priority established. He stated that in his opinion some of the problems are due to administration of the national transportation policy by the Interstate Commerce Commission.

Mr. A. B. Hawas, Counsel, Waterways Bulk Transportation Council, Inc., expressed strong interest in retention of the dry bulk commodity exemption provisions, and stated it would be a serious mistake to change this.

Mr. A. E. May, Acting Executive Director, Committee of American Steamship Lines, approved the principle of not conducting additional studies and requested clarification on whether the present program will be coordinated with the study of the Business Council on the merchant marine.

Dr. Germane advised that we would be working closely with the staff making the study of the merchant marine but we would not await completion of that study to submit recommendations to the President.

Mr. C. B. Culpepper, President, Southern Traffic League, and President, National Conference Nonprofit Shipping Association, disagreed with the statement of Mr. Forgas that 70 percent of transportation is by private carriers and stated that, in any event, all this traffic could not be recaptured by the common carriers.

Mr. C. A. Washer, Traffic Manager, American Retail Federation, advised that the views of his association coincided with those of the National Industrial Traffic League and perhaps the U. S. Chamber of Commerce, with emphasis on small shippers' problems.

Mr. H. J. Smith, Jr., Representative, Committee for Ocean Freight Forwarders International, stated that a Federal Maritime Board regulation would substantially reduce the importance of his organization in the American merchant marine industry, unless they soon received some relief from its provisions.

Mr. E. T. Burnard, Exec. V. P., Airport Operators Council, expressed an interest in sound transportation policies for the development of communities and airports. He recommended the Secretary of Commerce consider future meetings for continuous coordination of complex transportation problems.

Mr. J. B. Hartranft, Jr., Pres., Aircraft Owners & Pilots Association, suggested that a firm national transportation policy on user charges be adopted applicable to air, ground, and water transportation, after which formulas could be considered for assessment of charges.

The following representatives advised that they would submit their recommendations on or before August 28th:

P. A. Amundsen, Executive Director, American Association of Port Authorities

C. B. Bowling, Transportation Consultant, National Grange

A. C. Ingersoll, Jr., Chrm., Exec. Com., Common Carrier Conference of Domestic Water Carriers

A. E. Lyon, Exec. Secy. Railway Labor Executive Association

D. L. Manion, Pres., American Short Line Railroad Association

P. M. McGavin, Exec. Secy.-Treas., Maritime Trades Dept., AFL-CIO

J. C. McGlon, Vice Pres., International Association of Machinists

W. J. McSorley, Jr., Asst. to Pres., Building and Construction Trades Department, AFL-CIO

T. Simpkins, Adm. Asst., AFL-CIO Maritime Committee and NMU

A. F. Young, Adm. Asst. to International President, International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers.

The Secretary expressed the view that the participants in the meeting had been extraordinarily cooperative and understood that the complex problems are of national interest, which means personal and short-run selfish interests may have to be subordinated to the national interest. He stated that otherwise we may be headed into further trouble and additional regulations. He advised the group that the Department of Commerce would be thinking entirely in terms of what is best for the country. The Secretary introduced Assistant Secretary of Labor, Mr. J. J. Reynolds.

Mr. Reynolds expressed the view that this may well represent the most fundamentally critical area in our economy in the years ahead and that the system appears to be characterized by redundancy, lack of coordination, a high degree of self interest, and is grossly wasteful of human and physical resources. He requested that his frank statements not be misunderstood but that each individual consider what he could do for his country in regard to solving these complex problems during the tests that lie ahead. He offered his assistance in considering the human resources of the problem in what is essentially an area of broad interest to the country's welfare rather than a parochial interest in a given form of transportation or union.

Secretary Hodges presented his Special Assistant, Mr. Hymen H. Bookbinder.

Mr. Bookbinder commented on the constructive and useful approach on transportation matters and offered his assistance in solving the problems shared both by management and labor.

The Secretary urged those present to keep in mind that the total "represent the nation" and that the Government may have been too slow in decision making and applied too much regulation, but that he knew President Kennedy now wants some specific decisions. He urged those present to be prepared to make a little sacrifice.

Dr. Germane advised that transcripts of the meeting could be purchased from the Federal Reporting Company. He expressed appreciation for attendance and participation and adjourned the meeting.

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U. S. DEPARTMENT OF COMMERCE
Office of the Secretary

PERSONS ATTENDING GENERAL TRANSPORTATION MEETING
DEPARTMENT OF COMMERCE AUGUST 17, 1961
CALLED BY
SECRETARY OF COMMERCE, LUTHER H. HODGES

Luther H. Hodges, Secretary of Commerce
Frank L. Burton, Deputy Under Secretary for Transportation
H. H. Bookbinder, Special Assistant to the Secretary
John Stillman, Assistant to Under Secretary
Donald Leavens, Chief, Division of Water Transport
Byron Napp, Chief, Division of Land Transport
Philip E. Franklin, Division of Water Transport
Josephine Ayre, Division of Land Transport
Ralph Hays, Division of Air Transport
D. M. Water, Division of General Policy Development
Earle S. Newman, Division of General Policy Development
Edward Hassell, Division of Programs
Frank Bane, Consultant
Gayton E. Germane, Transportation Consultant

Aircraft Owners & Pilots Ass'n.

J. B. Hartranft, Jr., President

Air Line Dispatchers Ass'n.

Joseph Sickles, General Counsel

Airport Operators Council, Inc.

E. Thomas Burnard, Executive Vice President

Air Line Pilots Association

Larry Cates, Executive Assistant

Air Transport Association of America

Stuart G. Tipton, President

Amalgamated Association of Street and Electric Railway Employees of America

Bernard Cushman, General Counsel

American Association of State Highway Officials

A. E. Johnson, Executive Secretary

Aviation Daily

Richard A. Golden, Transportation Editor

Building and Construction Trades Department, AFL-CIO

William J. McSorley, Assistant to the President

Chamber of Commerce of the United States, Transportation and Communications Department

Gerald Collins

Committee of American Steamship Lines

Albert May, Acting Executive Director

Committee on Legislation for the United Ocean Freight Forwarding Industry

Harry J. Smith

Common Carrier Conference of Domestic Water Carriers

Capt. A. C. Ingersoll, Jr., Chairman, Executive Committee

Council of State Governments

Stewart Urbach

Freight Forwarders Institute

R. J. Reddick, Executive Secretary
Morris Forgash, Chairman of the Board
Giles Morrow, General Counsel

Great Lakes Ship Owners Ass'n.

A. B. Cozzens, Secretary

Industrial Union of Marine and Shipbuilding Workers of America

Andrew A. Pettis, Vice President

Inland Waterways Comm. Carriers Ass'n.

J. W. Hershey, Chairman of the Board

International Association of Machinists

J. C. McGlone, General Vice President

National Association of Motor Bus Owners

Harold Hoesa, Statistical and Research Department

National Association of Railroad and Utilities Commissioners

Austin L. Roberts, Jr., General Solicitor
Walter R. McDonald, Georgia Public Service Commission
Robert W. Gerson, Georgia Public Service Commission

National Association of State Aviation Officials

A. B. McMullen, Executive Director

National Conference of Non-profit Shipping Associations

Caughey B. Culpepper, President

National Council of Farmer Cooperatives

L. James Harmanen, Jr.

National Defense Transportation Association

Walter Carey, President

National Grange

Charles B. Bowling, Transportation Consultant

National Highway Users Conference

Yule Fisher, Research Counsel

National Industrial Traffic League

Richard M. Boyd, President
L. J. Dorr, Executive Secretary

National Small Shipments Traffic Conference, Inc.

H. F. Gillis

Pacific American Steamship Association

J. Monroe Sullivan, Vice President

Private Truck Council of America, Inc.

Henry R. Lincoln, President

ADMINISTRATIVE FILE

Commerce Dept.

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MEMORANDUM

TO: Mr. James E. Hoffa

August 21, 1961

FROM: Messrs. A. Meias and S. Zagri

In accordance with your memo of August 16, we attended the Commerce Department's Transportation Policy Committee meeting on Thursday, August 17, at the U. S. Department of Commerce. About 100 representatives of the transportation industry, trade associations and various trade unions attended the meeting. The meeting was chaired by Secretary of Commerce Luther B. Hodges and Dr. Gayton E. Germane, recently-appointed transportation consultant to the Department.

The Commerce Department requested those present to submit by August 28 specific recommendations on items to be included in a National Transportation Program. The Department did not put any limit on the scope of comments which the group could submit.

The Department is not proposing another study, of which there have been several, but specific recommendations in order to arrive at the most satisfactory and practicable solutions to incorporate into a report due at the White House by November 1. This report, requested by President Kennedy, who gave the Commerce Department the primary responsibility to develop a transportation policy, will be the basis for a transportation message to Congress early in the next session.

Secretary Hodges emphasized that it is not a study but a call-for-action program which he is requesting.

Those in attendance included representatives of the American Trucking Association and various carrier groups affiliated with the A.T.A., as well as representatives of both management and unions in the railroad, maritime, oil pipeline and airline industry.

AM/lp

ADMINISTRATIVE FILE

Commerce Dept.

MEMORANDUM

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AM/lp

Office of the General President

To: Mr. Zagri

From: James R. Hoffa

ADMINISTRATIVE FILE

Commerce Department

X 8/18/61

X

Re: Communication from Boyd Ladd, dated August 17, 1961 -
Under Secretary for Transportation

Attached communication was received by me. Please find out what
they specifically want.



James R. Hoffa
General President

JRH/yk
Attachment

Office of the General President

To: Mr. Zagri

From: James R. Hoffa

ADMINISTRATIVE FILE

Commerce Dept

X

8/18/61

X

DATE

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General President

JRH/yh
Attachment



THE UNDER SECRETARY OF COMMERCE
FOR TRANSPORTATION
WASHINGTON 25, D.C.

August 17, 1961

International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers
of America
25 Louisiana Ave., N.W.
Washington 1, D.C.

Gentlemen:

As you know, the Secretary of Commerce has broad responsibility in developing transportation policies and programs. In exercising this responsibility he has asked that his staff make optimum use of past studies and policy positions reached after serious consideration by agencies interested in such matters.

Therefore, we shall appreciate receiving from you a copy of any statement of official position that you have adopted on matters of national transportation policy. We will welcome also a copy of any studies or research reports from your organization that you wish to call to his attention.

Very truly yours,

Boyd Ladd

Boyd Ladd
Office of Under Secretary
for Transportation



THE UNITED STATES DEPARTMENT OF COMMERCE
OFFICE OF TRANSPORTATION
WASHINGTON 25, D. C.

August 17, 1961

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Boyd Ladd
Office of Under Secretary
for Transportation

Office of the General President

To: Mr. Weiss

From: James R. Hoffa

Re: Communication from Luther H. Hodges

Please arrange your schedule to attend the meetings
as per the attached communication. I would appreciate reports
after each session.

JRH/yk
Attachment

ADMINISTRATIVE FILE

Commerce Department

X 8/16/61
X DATE

[Signature]
James R. Hoffa
General President

AUG 15 1961

President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers Union
25 Louisiana Avenue Northwest
Washington, D. C.

Dear Sir:

President Kennedy has asked us in the Department of Commerce to take the lead in developing recommendations which he could consider for submission to the next session of Congress on the subject of a transportation policy for the nation. These recommendations are to include both short-range and long-range actions necessary to achieve a healthy and efficient transportation system.

In developing these recommendations, we want to be sure that, insofar as possible, we have the advice and counsel of all interested persons and firms. I would, therefore, appreciate it very much if you would meet with us along with representatives of other interested organizations, to discuss the transportation problems that should be reviewed in developing recommendations for the President. We expect that interested carrier, shipper, labor and state official groups will be represented. The meeting will be held from 2:00 to 4:00 p.m. Thursday, August 17, in Room 5855 of the Commerce Building. Dr. Gayton S. Gerane of Stanford University, my consultant on this subject, will act as Chairman of the meeting.

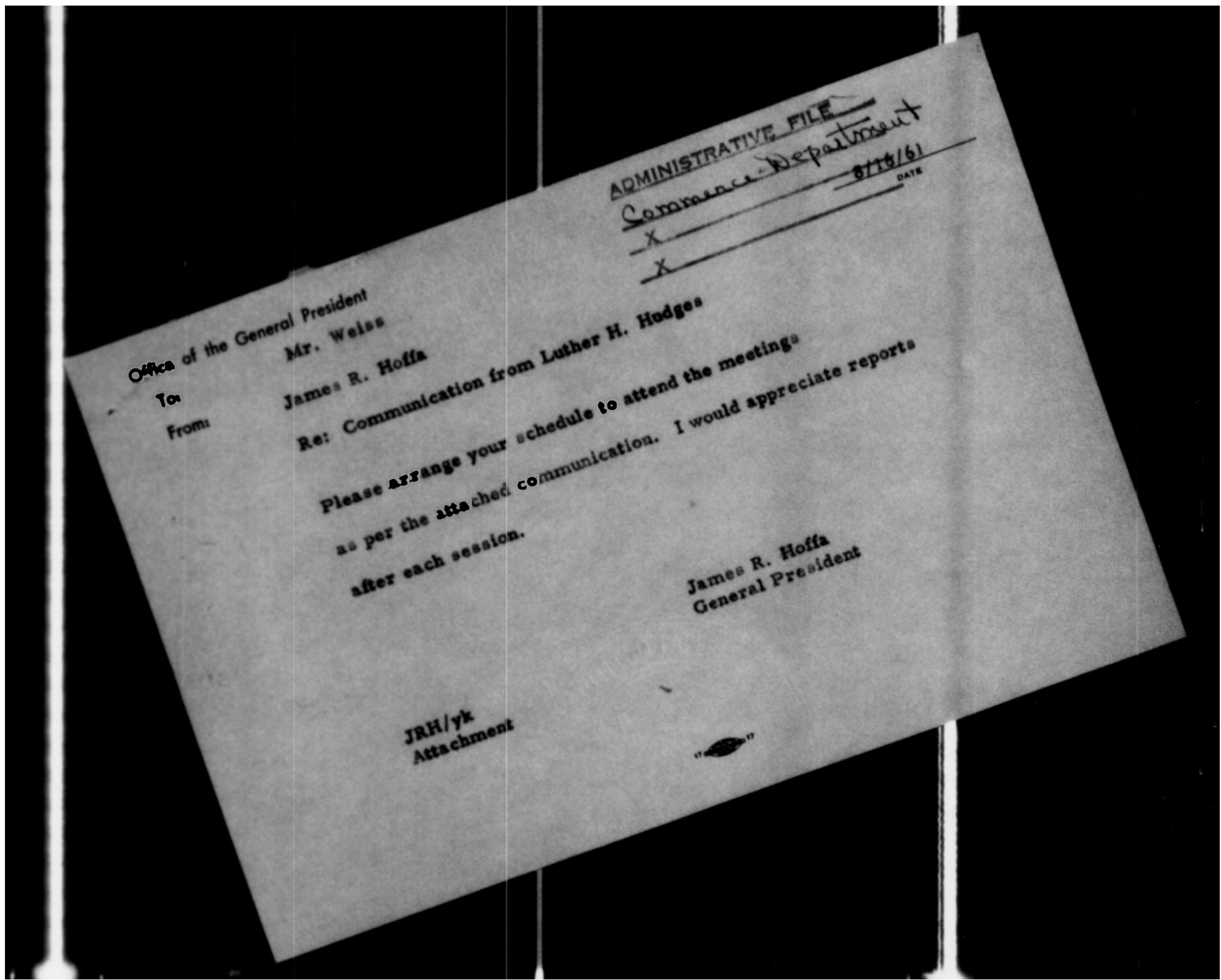
Following this session and by August 28, we would like to have in writing the specific suggestions of your organization. In this connection, it would be appreciated if your written statement would include your opinion on the urgency and practicality of the topics you suggest.

Please telephone the office of Dr. Gerane at WOrth 7-5560, the name and title of the spokesman for your organization who will attend the meeting on August 17.

Sincerely,

Luther H. Hodges

*Called
8/15/61
H. S. G.*





THE SECRETARY OF COMMERCE
WASHINGTON 25, D. C.

AUG 15 1961

President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers Union
25 Louisiana Avenue Northwest
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Sincerely,

Luther H. Hodges

Office of the General President

To: ~~Mr. Burroughs~~ *McCarthy*

From: Mr. Gibbons

Re: William J. Milligan

January 6, 1960

DATE

ADMINISTRATIVE FILE

Commerce Dept -
Census Bureau

X

*Central
Files*

The attached for your information...

H. J. Gibbons
H. J. Gibbons,
Executive Assistant to the
General President

EJG/js
Enc.

Boat

U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
WASHINGTON 25, D. C.

IN REPLY REFER TO:

January 5, 1960

Mr. James R. Hoffa, President
International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America
25 Louisiana Avenue, N. W.
Washington 1, D. C.

Dear Mr. Hoffa:

We greatly appreciate your letter of December 30, 1959,
indicating your willingness to publish an article in the March 1960
issue of your journal on the type of occupation entries desired on
the 1960 Census questionnaire.

We are enclosing a suggested draft of the article.
Although we feel certain that any changes you may wish to make in
the presentation will be acceptable, please feel free to contact
us further at any time.

Thank you very much for your generous cooperation in
this matter.

Sincerely yours,

William J. Milligan

William J. Milligan
Occupation & Industry Statistics Section
Population Division

Enclosure

ADMINISTRATIVE FILE

Commerce Department -
Census Bureau

X

December 30, 1959

Mr. William J. Milligan
U. S. Department of Commerce
Bureau of the Census
Washington 25, D. C.

Dear Mr. Milligan:

We will be very happy to cooperate with you on
your request contained in your letter of December 29th.

Very truly yours,

James R. Hoffa
General President

JRH/jr/HJG
cc

U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
WASHINGTON 25, D. C.

IN REPLY REFER TO:

December 29, 1959

Mr. James R. Hoffa, President
International Brotherhood of Teamsters, Chauffeurs,
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25 Louisiana Avenue, N. W.
Washington 1, D. C.

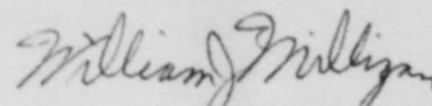
Dear Mr. Hoffa:

The Bureau of the Census will conduct its Eighteenth Decennial Census as of April 1, 1960. According to planned procedures, the Census schedule which includes the question on occupation will be left for the respondent to complete and mail to the Bureau. Since our enumerators will not be present to assist in the completion of this schedule question, we are making an advance effort to alert respondents in particular fields of work to the types of occupational entries desired. We are asking selected organizations to assist us in this connection.

Will it be possible for you to include in the issue of your journal to be released in March 1960, a brief editorial explaining the type of entries desired? We will supply examples of the kinds of schedule entries we would like to obtain, and other data for your use in writing the article.

Your cooperation and early reply will be greatly appreciated.

Sincerely yours,



William J. Milligan
Occupation & Industry Statistics Section
Population Division



THE UNDER SECRETARY OF COMMERCE
FOR TRANSPORTATION
WASHINGTON 25, D. C.

ADMINISTRATIVE FILE

Commerce Dept.

X *Gomberg, William*

May 27, 1959

Mr. James R. Hoffa, President
International Brotherhood of Teamsters, Chauffeurs,
Warehousemen and Helpers of America
25 Louisiana Avenue, N. W.
Washington 1, D. C.

Dear Mr. Hoffa:

You are probably aware that the Secretary, at the request of the President, is undertaking a comprehensive study of national transportation to identify emerging problems, redefine the appropriate Federal role, and recommend any legislation or administrative actions needed to assure the balanced development of our transportation system. In the conduct of this study, it will be necessary to obtain information useful in evaluating the transportation policy of the U. S. and its implementing legislation.

The area of industrial relations and collective bargaining exercises a decisive influence on both the economics and managerial operation of the different transportation industries.

The Secretary has designated Professor William Gomberg as his consultant in this area. Dr. Gomberg is Professor of Industry at the Wharton School of the University of Pennsylvania, Visiting Professor of Industrial Relations at Columbia, and Visiting Professor of Industrial Engineering at Stanford University. In addition he has had a long familiarity with collective bargaining practices in the U.S.

Dr. Gomberg will be telephoning you in a few days in order to set up a personal appointment.

It is our hope to obtain first-hand information from the actual policymakers and operating heads of some of our key transportation industries and their corresponding numbers of the trade union side of the table.

The purpose of this personal appointment will be to discuss with you:

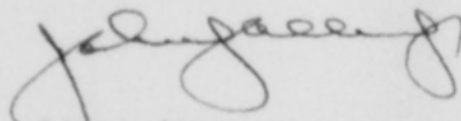
- 1) The outstanding collective bargaining issues between the carriers and the union and their impact on economies of operation and managerial practices.

- 2 -

- 2) The effectiveness of the legislation governing this area.
- 3) The recommendations which you are ready to make to improve this climate by nongovernmental means.
- 4) The recommendations for changes in the legislation governing this area.

I need hardly emphasize at this time how important these findings can be to the future welfare of the transportation industries in which management, labor and the Government have such a high stake. I hope that you will be able to place yourself and your information facilities at Professor Gumberg's disposal at a mutually convenient time.

Cordially yours,



John J. Allen, Jr.

Piggback of Cars:

Trisco Auto Convey

Texas and Convey

United Transport

Truck \$97.50 \$68.90 Reg. Paid

Truck \$89.90 \$68.75 Reg. Paid

Truck \$80.90 - 68.75

Flat Car - 41 Car or trailers

2 trailers of Flat Car

No power Units except at destination

400 miles and over (Rail trailer)